

July 13.

BIG OCEAN LINER CRUSHES SEINER.

Sch. Natalie B. Nickerson and Three Men Sent to Bottom.

CRASH CAME IN DENSE FOG OFF NANTUCKET LIGHTSHIP THURSDAY NIGHT.

Men Were Trapped Asleep Below and Vessel Sank in One Minute, Survivors Having Miraculous Escape.

Jogging close to the Nantucket lightship, in a dense fog, with all her crew below and asleep except the double watch on deck, the mackerel seining sch. Natalie B. Nickerson, Capt. John S. Seavey, of Boothbay Harbor, was run down and sunk Thursday night by the big ocean liner Romanic, of the White Star line, which was bound from Boston to New York, there to make ready for a special trip to Italy. Three of the crew, William Winchester, Everett Greenleaf and Elwell Greenleaf, are supposed to have been drowned. The 15 survivors had a narrow chance for their lives, as the craft sank in one minute after being struck.

Fifteen fishermen were picked up from the wreckage by the Romanic's boats and brought to New York.

The last man picked up was Bert Wylie, a one-armed fisherman from Maine, who was found clinging to a piece of wreckage and shouting lustily for help.

Capt. Beadnell of the Romanic says that his ship was steaming slowly, and when the flare of the Nickerson's light showed through the fog the Romanic was not under sufficient way to veer off before the crash came. Within one minute after the sharp steel bow pierced the little fisherman the Nickerson sank in 27 fathoms of water.

The three missing fishermen believed to be drowned are William Winchester, Digby, N. S.; Everett Greenleaf and Elwell Greenleaf, two brothers, both from Maine.

The sch. Natalie B. Nickerson sailed from Newport, R. I., on the evening of July 9, for the Nantucket shoals, under the command of Capt. John Seavey and with a crew of 17 men, all of whom, with the exception of Winchester, were from New England.

A water spaniel called "Spot Seavey" was not on the schooner's list, but was a pet of the crew.

The fishing was good, and Thursday when the weather began to set in thick, Capt.

Seavey was in high spirits over the good catch.

The Romanic, under the command of Capt. Beadnell, left Boston for New York at noon Thursday, after a long voyage from Italy, to make a special trip out of New York. Off the Highland Light an easterly wind blew in a nasty mist and as the liner neared the Nantucket shoals an impenetrable fog bank shut in and Capt. Beadnell, realizing the great danger of running down the fleet of fishermen, reduced the speed of his ship.

"About midnight," said Capt. Beadnell, who was on the bridge of the Romanic from the time she left Boston until she reached here late this afternoon, "we could hear the fog horns here and there on the water and from the sounds I could pick out the location of the many fishing schooners. The Romanic's whistle was blowing constantly, for the fog was very thick and we were barely moving along for fear of striking a vessel.

"I heard the Nickerson's horn but once, when suddenly out of the fog I saw the loom of her light. Orders were given to throw the wheel over, but the ship was hardly under way and before we could veer off the Nickerson was struck. We clung to the spot where

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the accident occurred for over two hours searching for the three missing men, but we were unable to find them."

Fifteen of the Nickerson's crew were asleep below when the two men on watch saw the big Romanic bearing down upon them. Quickly they ran below to rouse the sleepers, but before the men could tumble out of their bunks the Romanic crashed into the after quarter of the Nickerson, which was moving lazily along with foresail and mainsail drawing.

The crew, half-dressed, rushed to the deck, now crumbling to pieces from the impact, and managed to get overboard and into a dory which had been carried on deck. Hardly had the dory been put overboard when the Nickerson sank and several of the crew were drawn down beneath the waters by the suction. A few managed to reach the dory, while others seized bits of floating wreckage.

Capt. Readnell gave orders to stop the Romanic and boats were quickly lowered. One by one the fishermen who could be located were picked up, and "Spot Seavey," who had swam after Capt. Seavey, was taken into the dory.

Capt. Seavey broke down yesterday from shock and was slightly delirious last night. The surviving fishermen will be sent back to Boston today.

The Nickerson was a gasoline auxiliary craft and a splendid vessel every way, having been used only for summer fishing, and was one of the nicest crafts in the whole seining fleet. She was 128.29 tons gross, 68.29 tons net, built at Boothbay Harbor in 1901 and owned by the Nickersons of Boothway Harbor and Capt. Seavey.

The survivors are Captain Seavey, Boothbay Harbor, Me.; Charles Greenleaf, Trevett, Me., cook; Frederick Orne, Boothbay Harbor, engineer; John A. Miller, Boothbay Harbor; William H. Brown of this city; Charles Bejette, Trevett, Me.; William Merry, Boothbay Harbor; William Farmer, Boothbay Harbor; Scott Abbott, Boothbay Harbor; Nathaniel C. Day of this city; Winnet Arnold, Dartmouth, Queens county, N. S.; Bert Wylie, Boothbay Harbor; Atwell P. Davies, Boothbay Harbor; James Donovan, 263 Chelsea street, East Boston; Samuel Dickinson, Wiscasset, Me.

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ANOTHER NEARLY STRUCK.

Liner Rushes Near to Sch. James S. Steele.

Capt. Frank Nunan, of sch. James S. Steele of this port, one of the swordfishing fleet, had a thrilling tale to tell at T wharf, Boston, this morning, he and his crew and vessel narrow escaping the fate of schs. Natalie B. Nickerson and Shepherd King on the morning of July 4, during a dense fog on the northeast part of Georges.

They were blowing their horn at regular intervals when suddenly those on board the vessel were startled by the swish of steamer's propeller. The sound could not be located but every man on board peered into the mist for a sight of the onrushing liner. The horn was sounded with renewed vigor and in response came the deep blast of the steamer's whistle.

Almost at the same instant the big ship shot out of the fog, hardly three vessel lengths away. By quick manipulation of the wheel he swerved to starboard just enough to clear the fisherman and swept past while those on board the Steele watched her and sent up a prayer on their deliverance. The liner could not be identified but she was crowded with passengers.

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JUST GRAZED MAN'S FOOT.

Dory from Sch. James S. Steele Struck by Infuriated Swordfish.

Thomas Smith, one of the crew of sch. James S. Steele, had a close call from serious injury while on the fishing grounds. He was out in a dory chasing a big swordfish when suddenly the fish dived and came up under the boat, sending its sword through the bottom planking and grazing Mr. Smith's foot. The dory was towed back to the schooner and was hoisted on board with the fish struggling to free itself. The sword was cut off with an axe and the fish was killed. It weighed nearly 500 pounds.

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ANOTHER VICTIM OF FOG AND SPEED.

Russian Steamer Sunk Swordfish- ing Sch. Shepherd King.

CAPT. BRIGHAM AND HIS CREW SAVED AND BROUGHT TO NEW YORK.

Sch. James S. Steele Narrowly Escapes Same Fate and Capt. Downey Tells of Sch. Dauntless' Close Shave.

The arrival of the Russian steamer Saratov at Brooklyn Saturday evening brought the news of the running down and sinking of another fishing vessel, the unfortunate craft being the famous knockabout sch. Shepherd King of Boston, which the Russian sent to bottom early Friday morning, the captain and crew fortunately escaping with their lives and being brought in by the steamer. Thus during the heavy fog of early Friday morning two fishing vessels were cut down and sunk on Georges by ocean liners and another had a most miraculous escape, the ocean greyhound passing within 10 feet of her stern and cutting her seineboat in twain. In every case the steamers were reported to have been ploughing through the fog at full speed, contrary to all the laws of humanity and the seas.

On July 4, sch. James S. Steele narrowly escaped being sunk in a like manner.

This is the second time that Capt. J. O. Brigham, owner and master of sch. Shepherd King, has been run down during the past few years and his craft sunk under him, the other being when he was in command of sch. Vidia M. Brigham, she being struck and sunk by a big tow boat off Portland and two of her crew drowned when she went down.

The accident to sch. Shepherd King happened at 8.45 o'clock Friday morning, while the craft was engaged in swordfishing 120 miles east by south from the South Shoal lightship, the fog at the time being very thick and the Saratov dashed out of the impenetrable bank without warning, dealing the little

fishing craft a staggering blow from which she rapidly filled and sank.

Capt. Brigham had been nine days out from Boston swordfishing, and had in the schooner's well 86 fine specimens, worth 10 cents a pound in the Boston market. That meant \$2200 for him, and as the fish were running in great style he expected to add several hundred dollars more.

The skipper himself was in the "pulpit" with the harpoon poised ready to launch it into the body of a big fish which showed above the surface of a crestless swell, when Frank Watts off the schooner's bow in a dory, ready to capture the fish after it had been harpooned, shouted:

"There's a steamer coming right at you!"

The skipper held his post for a second, shouting to the man at the wheel, Charles Noble, a young but able seaman, "Stay there, Charlie." Meanwhile the man at the fog horn blew three hoarse blasts. Then the stem of the Russian was upon the little craft, smiting her on the starboard side. It was a glancing blow, but it went almost half way through the staunch hull of the fisherman.

The schooner had four dories "mouth up" on the deck and the skipper, who had jumped from the "pulpit," with his men launched the nearest dory in a jiffy, shoving her stern first over the port side. The 10 men all got aboard the buoyant little craft. As it touched the water, the men at the oars shoved off vigorously to prevent the dory from being drawn under by the suction of the vanishing schooner.

The Russian stopped within a few lengths and started to lower a boat. This was not necessary, however, as the dory was able to take care of the castaways, with the help of the other dory in charge of Watts, who rowed to the rescue of his shipmates as soon as he saw the liner ram the Shepherd King.

Five of the men in the dory launched from the schooner were transferred to Watts' boat and all hands rowed alongside the Saratov. They clambered aboard the Russian by a sea ladder. Not a soul had been even wet, but there were two who were without hats and one barefooted.

There are two versions of the collision. The skipper of the schooner, who, naturally, had the right of way, declares that he was sounding his fog horn at the proper intervals, and that the steamship was not blowing her whistle as she should have done and was going almost at full speed. Capt. Schichmareff of the Saratov says he was going at about quarter speed and blowing his whistle at least once every two minutes. He heard no sound from the fisherman.

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Capt. Brigham had a half interest in the schooner, which he says was worth \$12,000. E. A. Rich and William J. Emerson of Boston owned the other half. The skipper declares that the schooner, her cargo and the personal property of himself and his crew will foot up about \$16,000 and that he will put a claim against the Russian ship for that amount.

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Good Stock.

Sch. Kineo, Capt. John Stream, stocked \$2000.30 as the result of her recent 14 days Georges halibut trip, the crew sharing \$56.

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Big Shack Trip.

Sch. Quickstep is here again this morning with another of her usual big shack trips, 180,000 pounds this time and mostly hake.

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Today's Arrivals and Receipts.

Sch. Ella G. King, Georges, 23,000 lbs. salt cod.

Sch. Arthur James, via Boston, 245 bbls. salt mackerel.

Sch. Ingomar, via Boston, 200 bbls. salt mackerel.

Sch. Elizabeth Silsbee, via Boston, 150 bbls. salt mackerel.

Sch. Grayling, via Boston, 106 bbls. salt mackerel.

Sch. Arkona, Banks, 240,000 lbs. salt cod.

Sch. Louisa Polleys, Rips, 35,000 lbs salt cod.

Sch. Quickstep, Western Bank, 180,000 lbs. fresh fish.

Today's Fish Market.

Bank halibut, 11 1-2 cts. per lb. for white and 7 cts. or gray.

Market price large western cod to split, \$2.75 per cwt., medium do., \$1.75.

Large eastern cod, \$2.50, medium do., \$1.75.

Market price fresh large Rips cod, \$2.75 per cwt., medium do., \$1.75.

Market price, salt bank cod, \$4 per cwt. for large and \$3.25 for medium.

Market price salt Rips cod, \$4.50 per cwt. for large, \$3.50 for market, \$2.50 for snappers and \$2 for haddock and \$1.50 for pollock.

Fresh round pollock, 70c per cwt.

Market price fresh hake, \$1.40 per cwt.

Large fresh mackerel, 8 1-2 cts. each.

Fresh medium mackerel 5 cts. each.

Cape Shore salt mackerel, \$12.00 per bbl.

Market price fresh cusk, \$1.75 per cwt.

Cox's ledge dory headline salt cod, \$4.75 per cwt. for large and \$3.75 for mediums.

Dressed fresh pollock, 80 cts. per cwt.

Cape North fresh codfish, \$2.50 per cwt. for large and \$1.75 for medium.

Fresh whiting, 50c per bbl.

Salt Cape North cod, \$4 per cwt. for large and \$3.25 for medium.

Shore salt mackerel, \$14 per bbl.

Boston.

Sch. George H. Lube, 58 swordfish.

Sch. James S. Steele, 100 swordfish.

Sch. Mabel Bryson, 95 swordfish.

Sch. Sylph, 20,000 cod.

Sloop Eva Avina, 500 haddock, 2000 cod, 1000 pollock.

Sloop Olivia Sears, 1000 haddock, 1000 pollock.

Sch. Joseph H. Cromwell, 5000 haddock, 45,000 cod, 15,000 cusk.

Steamer Spray, 25,000 haddock, 1000 cod.

Sch. Frances V. Silva, 7000 haddock, 15,000 cod, 7000 pollock.

Sch. N. A. Rowe, 14 swordfish.

Sch. Charles J. Kingsland, 66 swordfish.

Sloop Morning Star, 500 haddock, 500 cod, 2000 pollock.

Sch. Mary E. Sennett, 77 swordfish.

Sch. Boyd and Leeds, 39,000 cod.

Haddock, \$4 per cwt.; large cod, \$3.50; market cod, \$1.75 to \$2; pollock, \$1.50; hake, \$2.25; swordfish, 7 cts. per lb.

Fishing Fleet Movements.

Sch. Lawrence Murdock is at Boothbay Harbor today for bait, with 17,000 pounds of salt cod on board. Her captain reports good signs of squid on the bank.

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Mackerel Notes.

The fare of sch. *Esperanto* sold to William H. Jordan & Co. at \$14 per barrel.

The fare of sch. *Arthur James* sold to the Gloucester Mackerel Co., the 243 barrels selling for lump sum, \$3250.

The fare of sch. *Ingomar* sold to the Gloucester Mackerel Co.

The fare of sch. *Grayling* sold to William H. Jordan & Co.

July 16.

STRICTER LOBSTER LAWS.

Wanted by Massachusetts Fish and Game Commission.

Believe Lobsters Over 11 Inches Long Should Be Protected.

The forthcoming report of the Massachusetts Fish and Game Commission will have something very definite and important to say of the matter of lobster laws and lobster propagation, as well as lobster legislation. Dr. Field, chairman of the board, believes that lobsters over 11 inches in length should be strongly protected, and this the report will urge.

Since the compiling of the report, the nine inch law has been passed by the legislature and speaking of it, the commissioner says:

"That the new law as it stands, as they left it means the absolute extinction of the lobster in Massachusetts waters, and that before very long," said Dr. Field, "for here you have it on my lobster life line. Here's the space between 9 and 11 inches. Now if the lobster, as we know, goes on as it increases in length until it produces 90,000 eggs, you will find that after continuing at that number for two or three seasons, it begins to diminish until at above 18 inches it drops down to none. Now if by this protection you are saving everything beyond 11 inches long, doesn't it stand to reason that from all the rest of the long line the lobster is going to reproduce faster than if you wipe that all out and permit them all to be caught."

The report shows that in 1891, there were 327 fishermen in Massachusetts waters with 15,448 traps, and that the catch of lobsters above 10 1-2 inches was 1,292,791, of which 49,973 were egg bearing lobsters, while the average catch per pot was 84.

In 1896 there were 453 fishermen; 22,041 traps; the catch of lobsters above 10 1-2 inches had dropped to 995,396; of egg bearing lobsters to 30,470, while the average catch to the pot was only 45 lobsters.

In 1901 there were 331 fishermen; 16,286 traps; the catch of lobsters above 10 1-2 inches was only 578,383; of egg bearing lobsters, 16,353, while the average to the pot was only 35.

In 1906 the number of fishermen was 335; traps, 21,918; catch of lobsters above 10 1-2 inches, 487,332; egg bearing lobsters, 9,378; while the average catch to the pot was only 28 lobsters.

This is a sorry comparison with the year 1888 when the catch of lobsters was 1,740,850 with an average of 81 to the pot.

From the Gloucester station, last year, the total yield of lobster eggs was 22,486,000, from which were hatched 20,375,000 fry, of which 800,000 were put over into Massachusetts bay from Nahant; 900,000 from Gloucester; 1,200,000 from Boston; 1,000,000 from Marblehead.

ROCKPORT.**Good Fishing.**

All the shore boats brought in large quantities of cod and pollock yesterday, some of the yachtsmen enjoying the good fishing, bringing in good catches, while several large auxiliary yachts were at anchor outside of Salvages, participating in the sport of good fishing.

July 16.

STILL MAKING FINE HAULS.

Three Dandy Mackerel Trips at P. M. This Forenoon.

SEVERAL FINE STOCKS MADE

Some Seiners Reported Seen Salting Mackerel Off Chatham.

After a respite of one day, the seiners have begun again on their work of running trips of fresh mackerel to market, and this morning two fine fares are at T wharf, Boston, sch. *Constellation*. Capt. Thaddeus Morgan, with 25,000 large fresh mackerel and 20 barrels of salt mackerel, and sch. *Corsair*, Capt. Gourley Anderson, with 10,000 large fresh mackerel and 80 barrels of salt mackerel.

Sch. *Constellation* sold her fresh mackerel at 12 cents each. This is her third fine fare in ten days, she being in on July 6 and July 11, both times with a big fare. This puts Capt. Morgan's stock in the neighborhood of \$20,000 and perhaps better and places him at or near the high line position.

The little steamer *Anna Laura* is at Boston this morning with 1200 large fresh mackerel and the sch. boat *Mary Emerson* is also there with 1500 large fresh mackerel.

A big week's work was that of sch. *Arthur James*, Capt. Archibald Devine. This craft came into Boston and marketed at T wharf a week ago Monday. Last Saturday she again made Boston with another fare, even larger than the previous one. On these two trips the splendid stock of \$7400 and the crew profited to the extent of \$184.60. This is certainly some money to make in a week.

The Salt Island trap took 150 medium mackerel yesterday. This is an encouraging sign, as these are the first medium fish taken around here.

Sch. *Elizabeth Silsbee*, Capt. John A. McKinnon, stocked \$4000 on her recent seining trip, the crew sharing \$93.50. Capt. McKinnon is right up with the band wagon. The engine of the *Silsbee* is broken down and it will take so long to fix it up that Capt. McKinnon has decided he cannot spare the valuable time at this busy part of the season, so he will have the propeller

taken off and the craft will go as a regular sailing vessel.

There are evidently some medium fish in the fares at Boston today, as a price of eight cents each has been made for this kind.

The captain of steamer *Anna Laura* at Boston this morning reports some of the seiners salting mackerel off Chatham.

Sch. *Diana*, Capt. James McLean, arrived at Boston this forenoon with a splendid fare, having 286 barrels of salt mackerel and 15,000 fresh mackerel. This fine fare means a stock of about \$5500.

The fare of sch. *Elizabeth Silsbee* sold to the Gloucester Mackerel Co.

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BANK COD SALES.

Last High Price Figures Continued on Today's Trips.

The last price sales of salt bank cod, \$4 per hundred weight for large and \$3.25 for medium, was continued today, the only outside fare, that is, the only trip on the market, that of sch. *Horace B. Parker*, selling to William F. Moorre & Co., at that figure.

The fare of sch. *Arkona* was taken by Cunningham & Thompson and that of sch. *Arcadia* to Sylvanus Smith & Co., by which concerns these crafts are owned.

ARBITRATION SETTLEMENT.

Of Fishery Troubles Now Favored by England.

WAS PROPOSED BY BOND.

Work on Modus Vivendi for Coming Season Continues.

A despatch from London says: "Great Britain, which up to the present has opposed the suggestion that the question of the Newfoundland fisheries be referred to arbitration, as proposed by Sir Robert Bond, premier of Newfoundland, is now disposed to believe that this is the only way in which the matter can be settled. She would raise no objection if a definite proposition in that direction were submitted."

"In the meantime Whitelaw Reid, the American ambassador, is conferring frequently with Foreign Secretary Gray with a view to the renewal of the modus vivendi, either in the same terms as last year or in some modified form."

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BUILDING BUTTS SHED.

Fish Drying Flakes Will Cover the Whole Top.

Move of Atlantic Maritime Co. in Handling Fish Fares.

A force of Mr. John W. Day's workmen have begun work at the wharf of the Atlantic Maritime Co. The old wood storage shed formerly used by Charles H. Boynton is to be made over into a butt shed, and to do this, the present roof will be taken off and the sides and ends cut down to make a one story building of it, but the work will be so done that a second story can be put on at any time desired.

The company recently had a large number of fish butts brought down from Boston and they will be placed in this building.

After the new roof is completed, a set of fish drying flakes will be built and set up, to cover the whole flat roof of the shed.

This is the first move of the company toward its announced idea of going into the business of handling trips of fish and taking up the fish business generally.

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SALT RIPS COD DROP.

Some Lines of Fresh Fish Also Off This Morning.

Salt Rips cod took a drop Saturday, when the fares of schs. *Mina Swim* and *Matchless* sold to the Gorton-Pew Fisheries Co. at \$4.37 1-2 cents per hundred weight for large and \$3.37 1-2 for medium, a drop of 12 1-2 cents on both large and medium.

Fresh hake also dropped this morning, the fare of sch. *Quickstep* selling to Cunningham & Thompson at \$1.30 per hundred weight, a drop of 10 cents.

The fare of Rips salt cod of sch. *Louisa Polleys* sold to Lane & Smith at the new figures, \$4.37 1-2 and \$3.37 1-2.

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